

B. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** This notice is effective November 30, 1996. Comments are due by November 30, 1996. Applicants may reply by December 16, 1996.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB No. MC-F-20901 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, send one copy of comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** GLI holds nationwide operating authority in MC-1515 and sub-numbers as a motor common carrier of passengers. GLI also controls the following regional interstate motor carriers of passengers: Texas, New Mexico & Oklahoma Coaches, Inc.; Continental Panhandle Lines, Inc.; and Vermont Transit, Inc.

Grupo has filed an application with the Federal Highway Administration to operate as a motor carrier of passengers over routes between the Mexican border crossing points of San Ysidro and Calexico, CA; Nogales, AZ; and El Paso, Laredo, McAllen, and Brownsville, TX and points elsewhere in the country, including, Bellingham, WA; Denver, CO; Chicago, IL; Atlanta, GA; and Miami, FL.

Grupo is a wholly owned subsidiary of GLI, indirectly controlled through GLI's noncarrier subsidiary, Sistema Internacional de Transporte de Autobuses, Inc. This application will enable GLI to continue in control of Grupo when it becomes an authorized motor carrier of passengers.

Applicants state that aggregate gross operating revenues for GLI and its affiliates have exceeded \$2 million during the 12 months preceding the application. They assert that Grupo was organized to render specialized services designed to accommodate the travel requirements of Hispanic passengers traveling between points of entry along the United States/Mexican border and points in the United States with significant Hispanic populations. Allegedly, Grupo's entry into the market will stimulate competition and improve the quality and adequacy of passenger services available to Hispanic passengers. Additionally, applicants

maintain that the transaction will result in no increase in fixed charges, and that no employees will be adversely affected.

Applicants certify that: (1) GLI and its affiliates hold satisfactory safety ratings, and Grupo is not as yet rated; (2) GLI maintains and Grupo will procure and maintain sufficient liability insurance to meet the established fitness requirements; (3) neither GLI nor Grupo is domiciled in Mexico, and neither is owned or controlled by a citizen of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources. Additional information may be obtained from applicants' representative.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) The effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

On the basis of the application filed by applicants, we find that the proposed continuance in control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed as having been vacated and a procedural schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*

1. This proposed continuance in control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed as having been vacated.

3. This decision will be effective November 30, 1996, unless timely opposing comments are filed.

Decided: October 7, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-26333 Filed 10-15-96; 8:45 am]

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## Release of Waybill Data

The Surface Transportation Board has received a request from Covington & Burling (Union Pacific Corporation) for permission to use certain data from the Board's 1993, 1994, and 1995 Carload Waybill Samples. A copy of the request (WB468-1-10/2/96) may be obtained from the Office of Economics, Environmental Analysis and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.8.

Contact: James A. Nash, (202) 927-6196.

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-26437 Filed 10-15-96; 8:45 am]

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## Surface Transportation Board <sup>1</sup>

[STB Finance Docket No. 32908]

### Ormet Railroad Corporation— Exemption From 49 U.S.C.; Subtitle IV

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of Exemption.

**SUMMARY:** Under 49 U.S.C. 10502, the Board has exempted the Ormet Railroad Corporation from the common carrier obligations under 49 U.S.C. Subtitle IV that arise in connection with its acquisition of a line of railroad from Consolidated Rail Corporation. The grant is made subject to the condition that the Board reserves jurisdiction to conduct a full environmental review contemporaneously with any abandonment or discontinuance of service.

**DATES:** The exemption is effective on November 15, 1996. Petitions to reopen must be filed by November 12, 1996. Petitions to stay must be filed by October 31, 1996.

**ADDRESSES:** An original and 10 copies of all pleadings referring to STB Finance Docket No. 32908 must be filed with the

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10502.